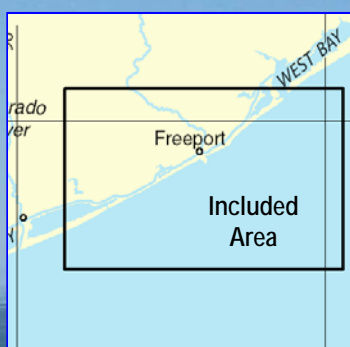


BookletChart™

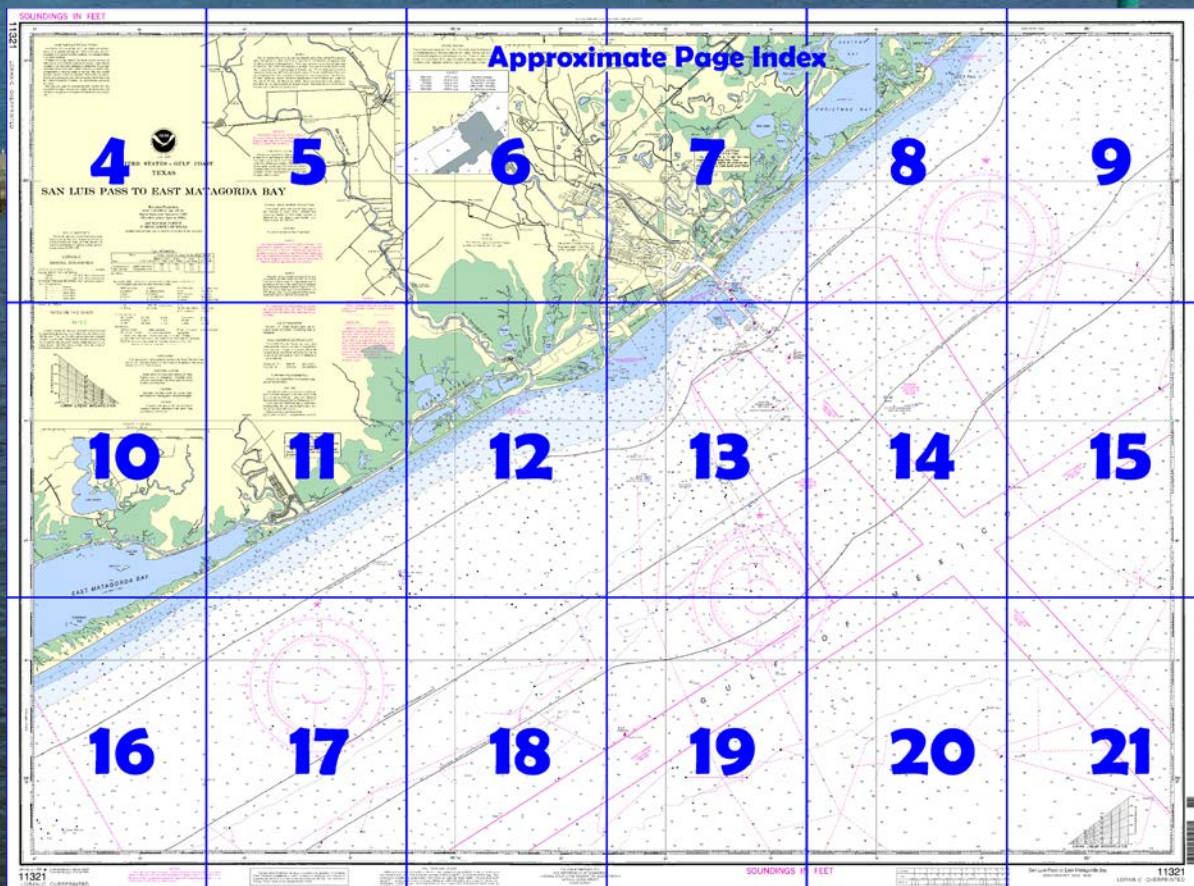
San Luis Pass to East Matagorda Bay NOAA Chart 11321



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

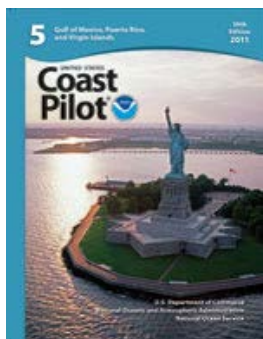
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11321>



[Selected Excerpts from Coast Pilot]
Freeport Harbor, lying 40 miles SW of Galveston entrance, is the harbor for the town of **Freeport**. The area is known locally as Brazosport. The principal industry is the Dow Chemical Corporation which operates two large plants. Other industries are oil, sulfur, and shrimp. Oil and chemical products are the principal exports. The Intracoastal Waterway crosses Old Brazos River about 1 mile above the jettied entrance. At this point, the Dow Barge Canal leads N and the river channel W. Old Brazos River has been dammed about 6 miles above the jettied entrance. Below the dam, the

old river channel is now a tidal estuary and the harbor is protected against flood conditions in the river.

Vessels should approach Freeport Harbor through the prescribed Safety Fairways. (See 166.100 through 166.200, chapter 2.)

Anchorage.—Vessels should anchor off the entrance to Freeport Harbor in the Freeport Fairway Anchorage. (See 166.100 through 166.200, chapter 2.)

Dangers.—About 6 miles SW of the entrance to Freeport Harbor, Brazos River has generated a shoal extending about 5 miles into the Gulf off the mouth of the river. This area is foul and should be given a wide berth. It is reported that several vessels have stranded in this vicinity and that the depths are considerably less than charted. The bottom is soft mud, indicating that silting from the river has occurred.

Oil drilling structures may be erected in the Gulf near the approach to Freeport Harbor. Mariners should be on the lookout for these structures and give them a wide berth.

Strong cross winds and currents at the jetty entrance make navigation difficult for larger vessels. Difficulty in navigation is experienced with larger vessels at the junction with the Intracoastal Waterway when strong currents are flowing from the canal. Large vessels are difficult to turn in the smaller upper turning basin.

Quarantine, customs, immigration, and agricultural quarantine.—(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

Freeport is a **customs port of entry**.

A **speed limit** of 8 m.p.h. for all vessels proceeding in the channels and 5 m.p.h. while passing the wharf, dock, or moored craft is enforced.

Brazos River enters the Gulf through the diversion channel about 6 miles SW of Freeport Harbor entrance. Because of logs, shoaling, and general foul ground, the mouth of the river is not used as an entrance. The Intracoastal Waterway crosses the river 1.6 miles above the mouth. A depth of 8 feet at ordinary river stage is available to **Bolivar Landing**, 36 miles upriver from the Intracoastal Waterway. Most of the traffic on the river consists of offshore oil supply vessels enroute to or from their base on the E side of the river, about 0.1 mile below the State Route 36 highway bridge, and chemical barges enroute to and from the wharf of a chemical company, about 2.7 miles above this highway bridge. Overhead power cables having a minimum clearance of 42 feet cross Brazos River between the Intracoastal Waterway and Brazoria. State Route 36 fixed highway bridge, 3.1 miles above the waterway, has a clearance of 50 feet. The FM Highway 2004 fixed bridge, 14.7 miles above the waterway, has a clearance of 37 feet. A railroad bridge and a highway bridge at **Brazoria**, and a highway bridge at **East Columbia**, cross the river about 20 miles and 26 miles, respectively, above the waterway; minimum clearance of the fixed channel spans is 33 feet at low-river stages and 5½ at high-river stages. An overhead power cable crosses the river about 0.8 mile above the highway bridge at Brazoria; clearance is not known.

San Bernard River flows into the Gulf 3.5 miles SW from the mouth of Brazos River. San Bernard River is obstructed at the mouth by a shifting sandbar over which the channel depths vary from 3 to 5 feet. From the Intracoastal Waterway, 0.8 mile above the mouth, the channel has been dredged to a point near the West Columbia highway bridge 22 miles above the Intracoastal Waterway.

**U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies**

RCC New Orleans	Commander	
	8 th CG District	(504) 589-6225
	New Orleans, LA	

Table of Selected Chart Notes

NOTE S
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.895' northward and 0.790' westward to agree with this chart.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

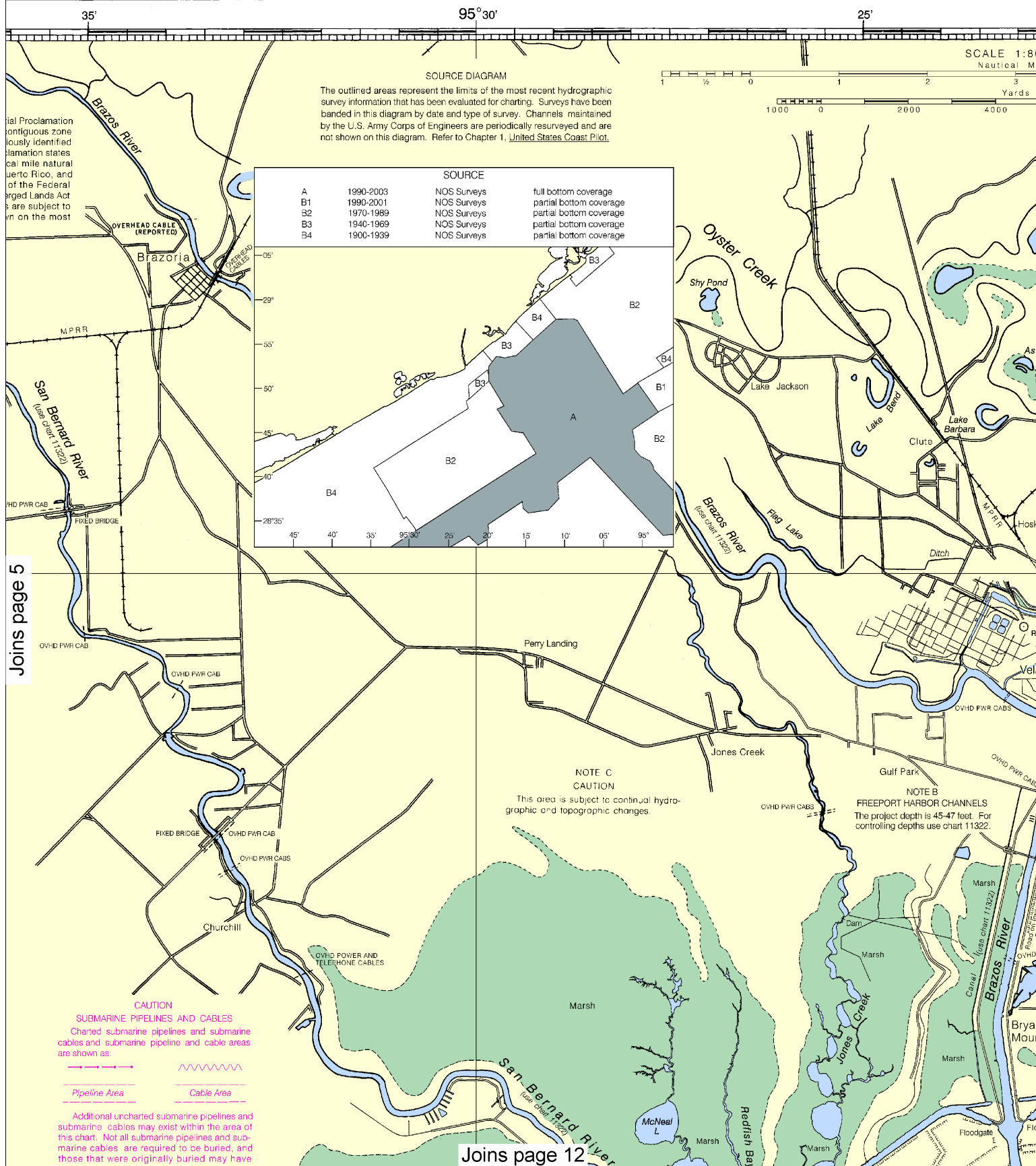
NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Galveston, TX. Refer to charted regulation section numbers.

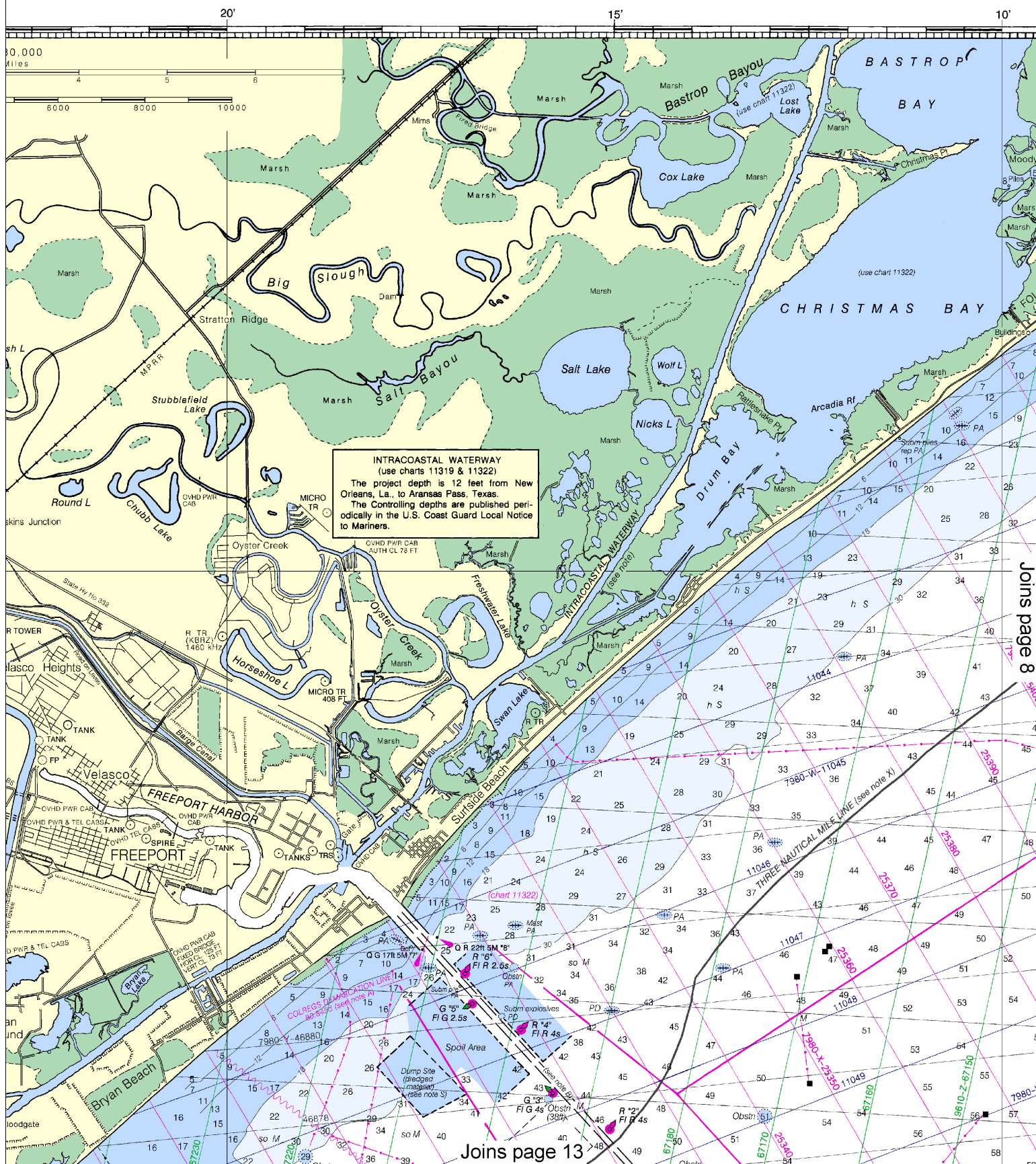
NOTE X
The 12 nautical mile territorial sea was established by Presidential Proclamation 5926, December 27, 1988, and is also the outer limit of the U.S. contiguous zone for the application of domestic law. The 3 nautical mile line, previously identified as the outer limit of the territorial sea, is retained because the proclamation states that it does not alter existing State or Federal law. The 9 nautical mile natural resources boundary off Texas, the Gulf coast of Florida, and Puerto Rico, and the 3 nautical mile line elsewhere remain the inner boundary of the Federal fisheries jurisdiction and limit of states' jurisdiction under the Submerged Lands Act (P.L. 83-31; 67 Stat. 29, March 22, 1953). These maritime limits are subject to modification, as represented on future charts. The lines shown on the most recent chart edition take precedence.

40

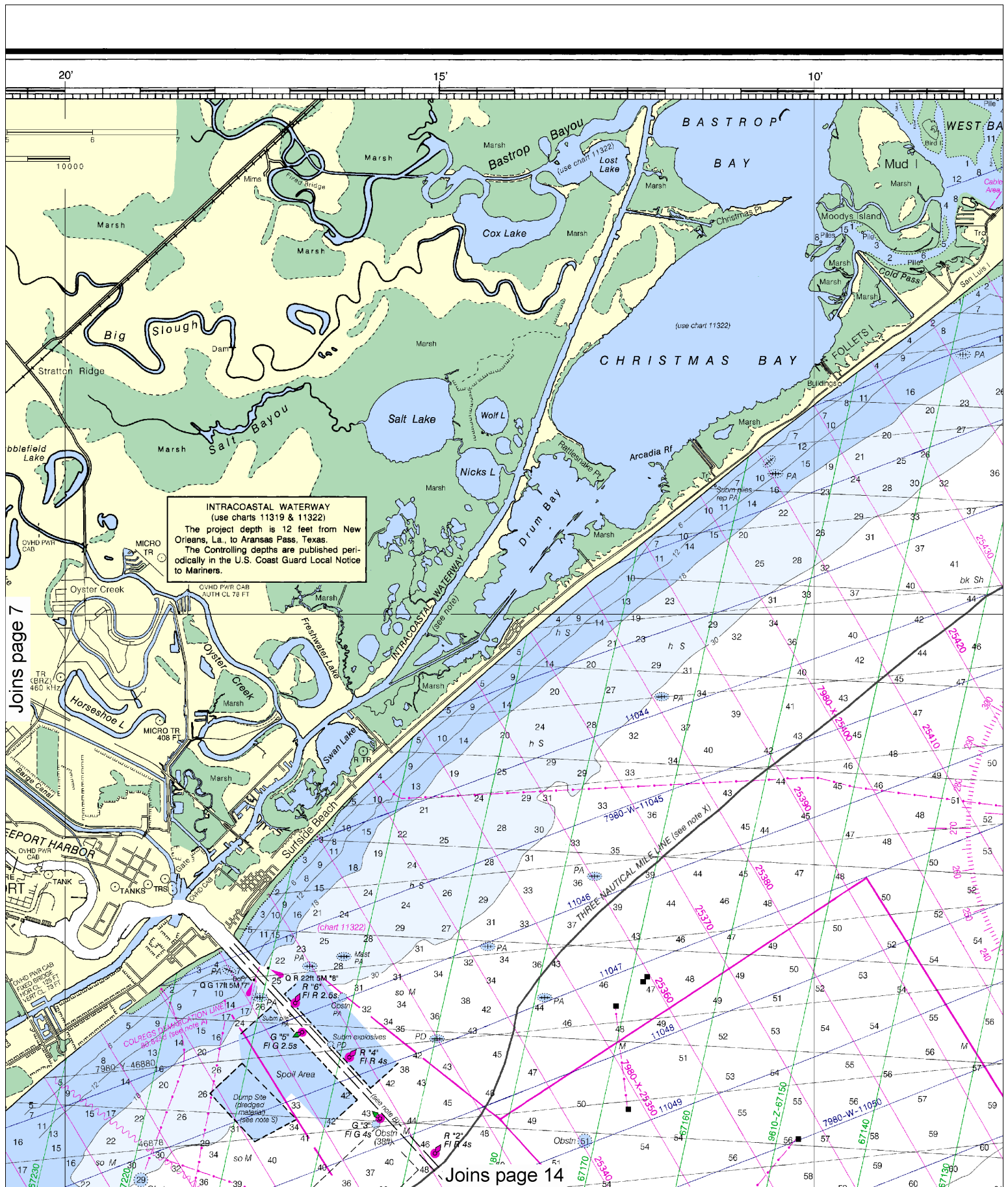
Sweeny







This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0413 1/22/2013,
NGA Weekly Notice to Mariners: 0513 2/2/2013,
Canadian Coast Guard Notice to Mariners: n/a.



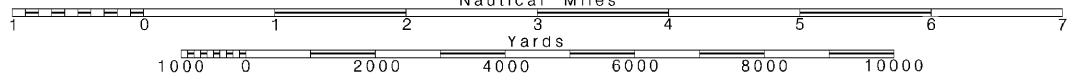
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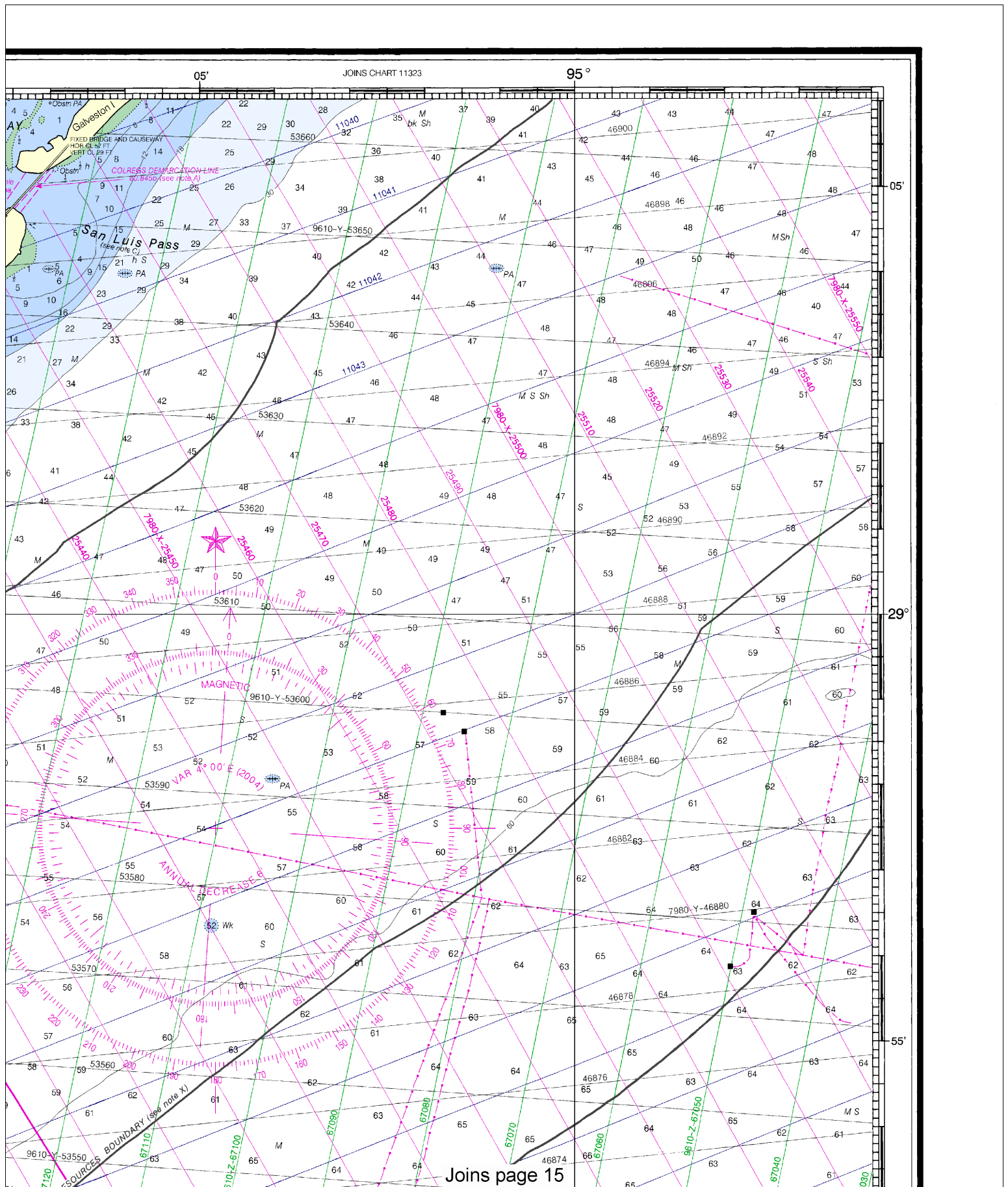
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





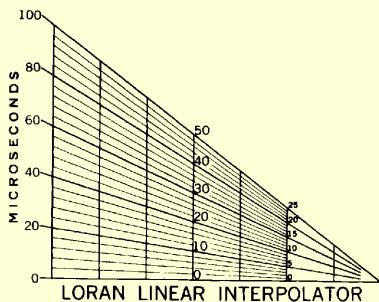
M Master
W Secondary
X Secondary
Y Secondary
Z Secondary

EXAMPLE: 7980-X

RATES ON THIS CHART

7980-W 7980-X 7980-Y
9610-Y 9610-Z

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.



Joins page 4

AERO as
Al altera
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing

iso isophase
LT LD lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker

Mo morse code
N run
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon

R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

Bottom characteristics:

Bds boulders
bk broken
Cl clay

Co coral
G gravel
Gr grass

gy gray
h hard
M mud

Oys oysters
Rk rock
S sand

so soft
Sh shells
sy sticky

Miscellaneous:

AUTH authorized
ED existence doubtful
ZL Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

Obstn obstruction
PA position approximate
Rep reported

PD position doubtful
Rep reported

Subm submerged

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: ---

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

from the Environment
See U.S. Coast Pilots
EPA offices. Dumping
dates may have reduc

CA
Gas and O
Uncharted platform
tures, pipes, piles at
the limits of this cha

AIDS TO
Consult U.S. Coa
supplemental inform
navigation.

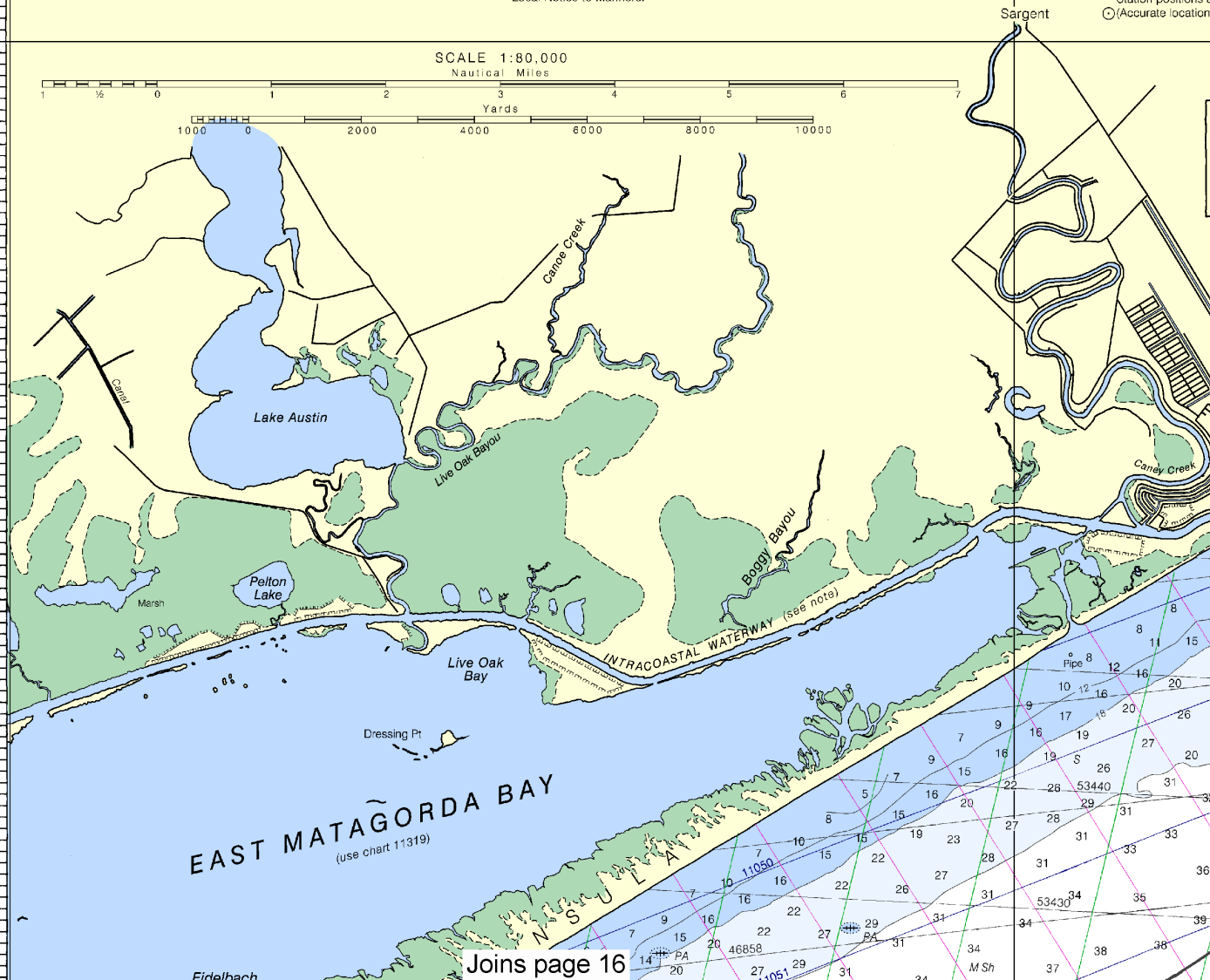
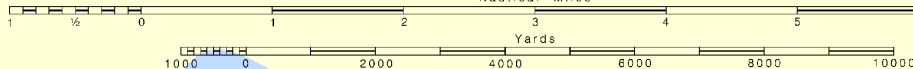
NOAA WEATHER
The NOAA Weat
below provide contin
The reception ran
nautical miles from th
as much as 100 na
high elevations.

Galveston, TX
Bay City, TX

SUPPLEM
Consult U.S. Coast
plemental information

CA
Limitations on th
aids to marine navig
U.S. Coast Guard
Geospatial-Intelligenc
Radio direction-fine
broadcasting station
should be used with
Station positions at
⊙ (Accurate location)

SCALE 1:80,000
Nautical Miles



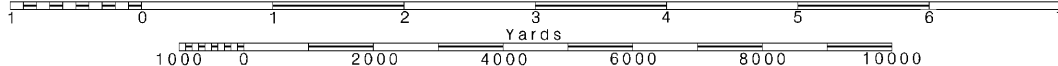
10

Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



Environmental Protection Agency (EPA), its appendix for addresses of subsequent to the survey and the depths shown.

CAUTION

Oil Well Structures
rms, gas and oil well structures and stakes can exist within part.

NAVIGATION

ast Guard Light List for information concerning aids to

RADIO BROADCASTS

ather Radio stations listed in the weather broadcasts. The range is typically 20 to 40 miles from the antenna site, but can be reduced to 10 miles for stations at

KHB-40 162.55 MHz
WWG-40 162.425 MHz

ADDITIONAL INFORMATION

ast Pilot 5 for important information.

CAUTION

the use of radio signals as navigation can be found in the Light Lists and National Oceanic and Atmospheric Administration Publication 117. Under bearings to commercial vessels are subject to error and should be used with caution.

are shown thus:
n) o(Approximate location)

CAUTION

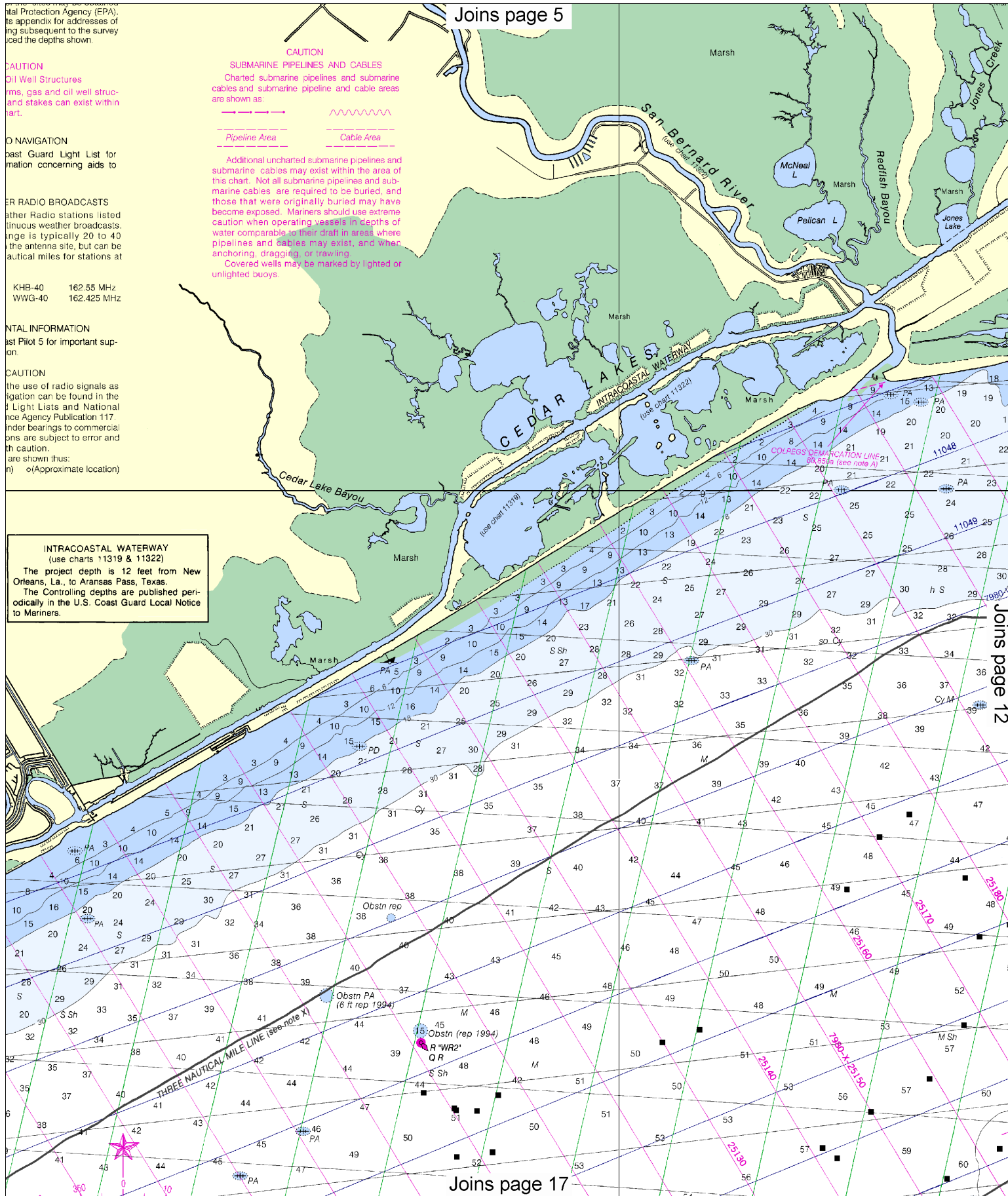
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



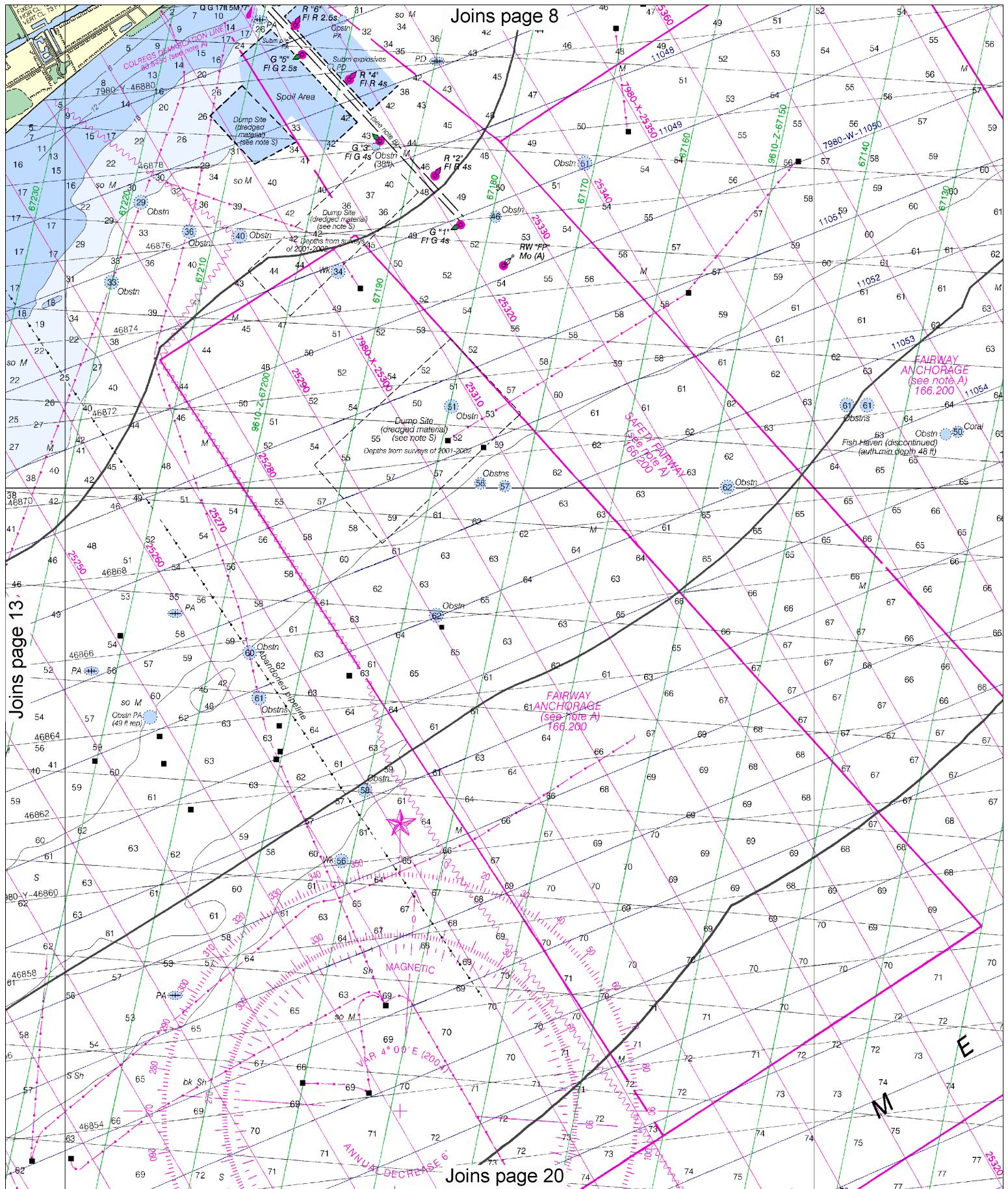
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

Joins page 5



Joins page 12

Joins page 17



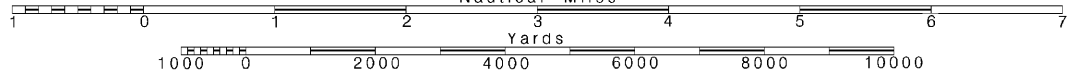
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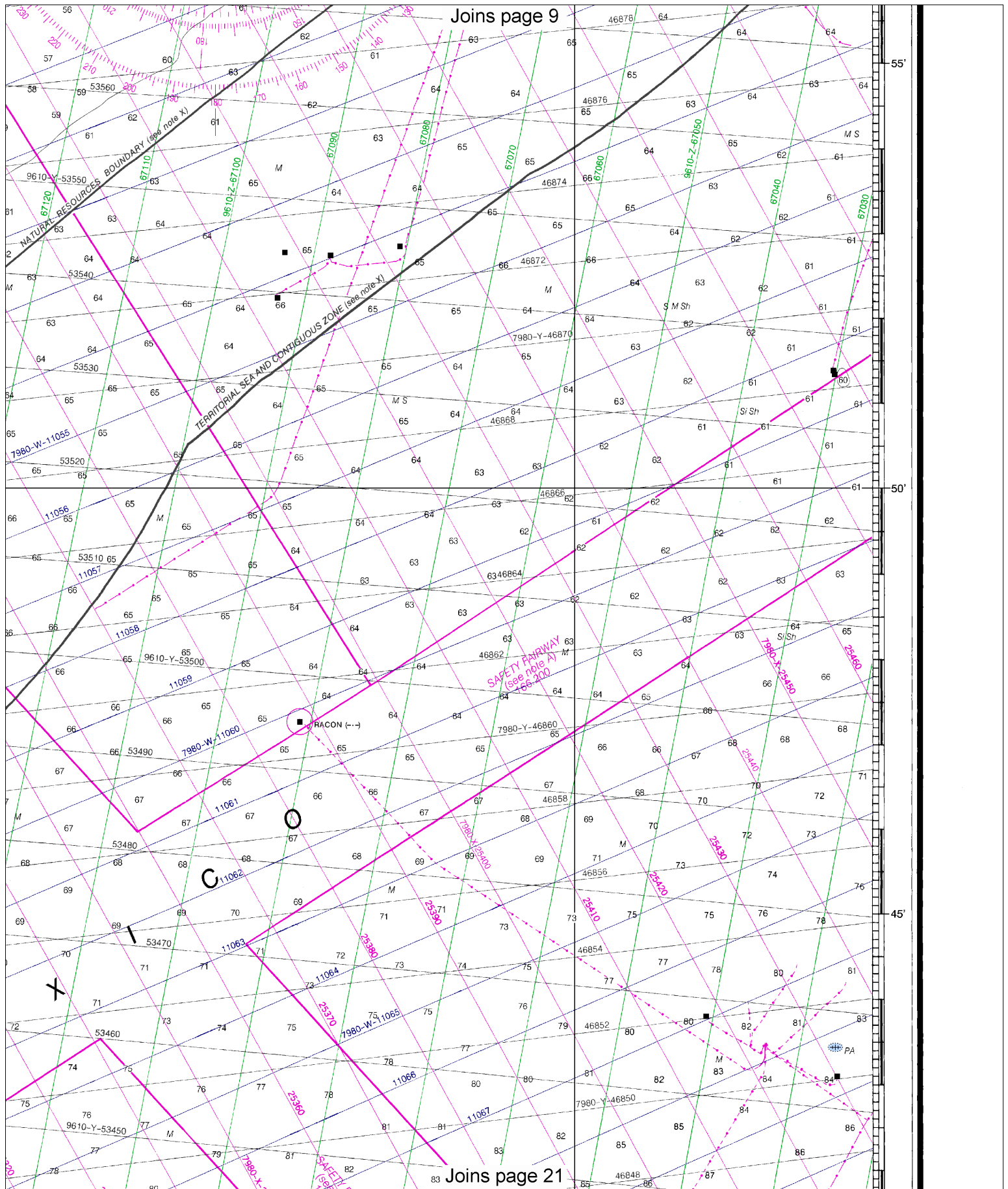
Note: Chart grid lines are aligned with true north.

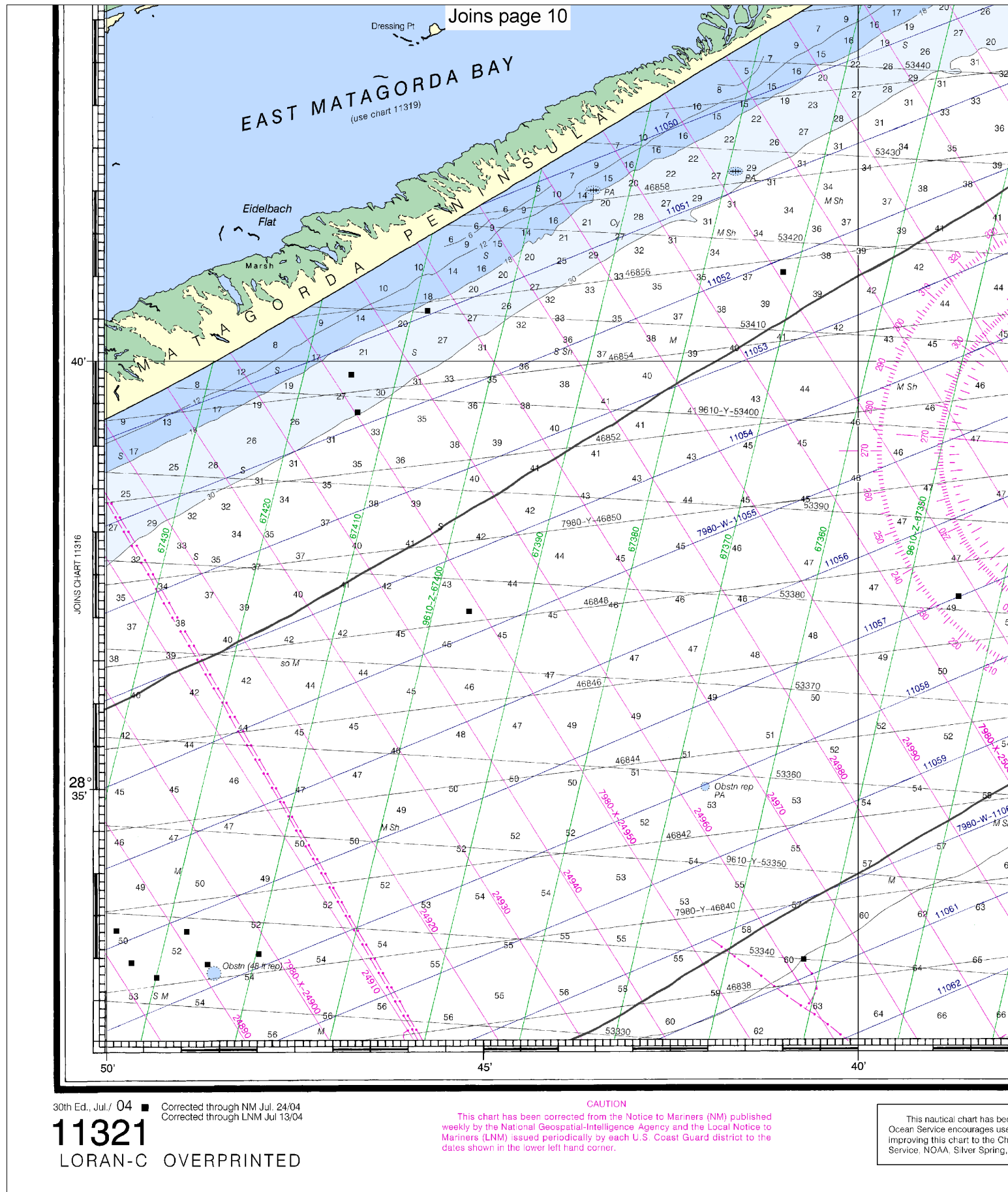
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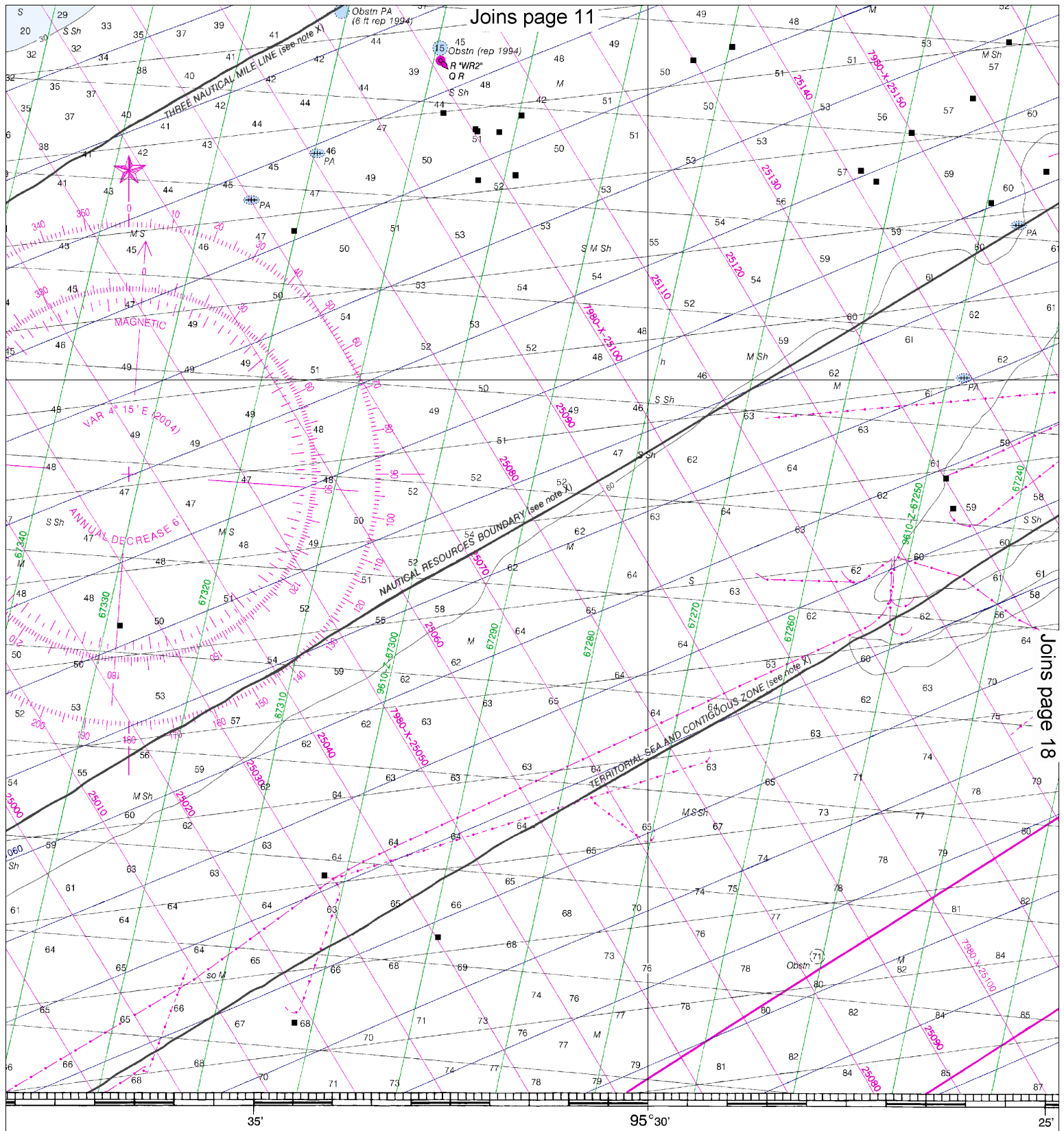
SCALE 1:80,000
Nautical Miles

See Note on page 5.





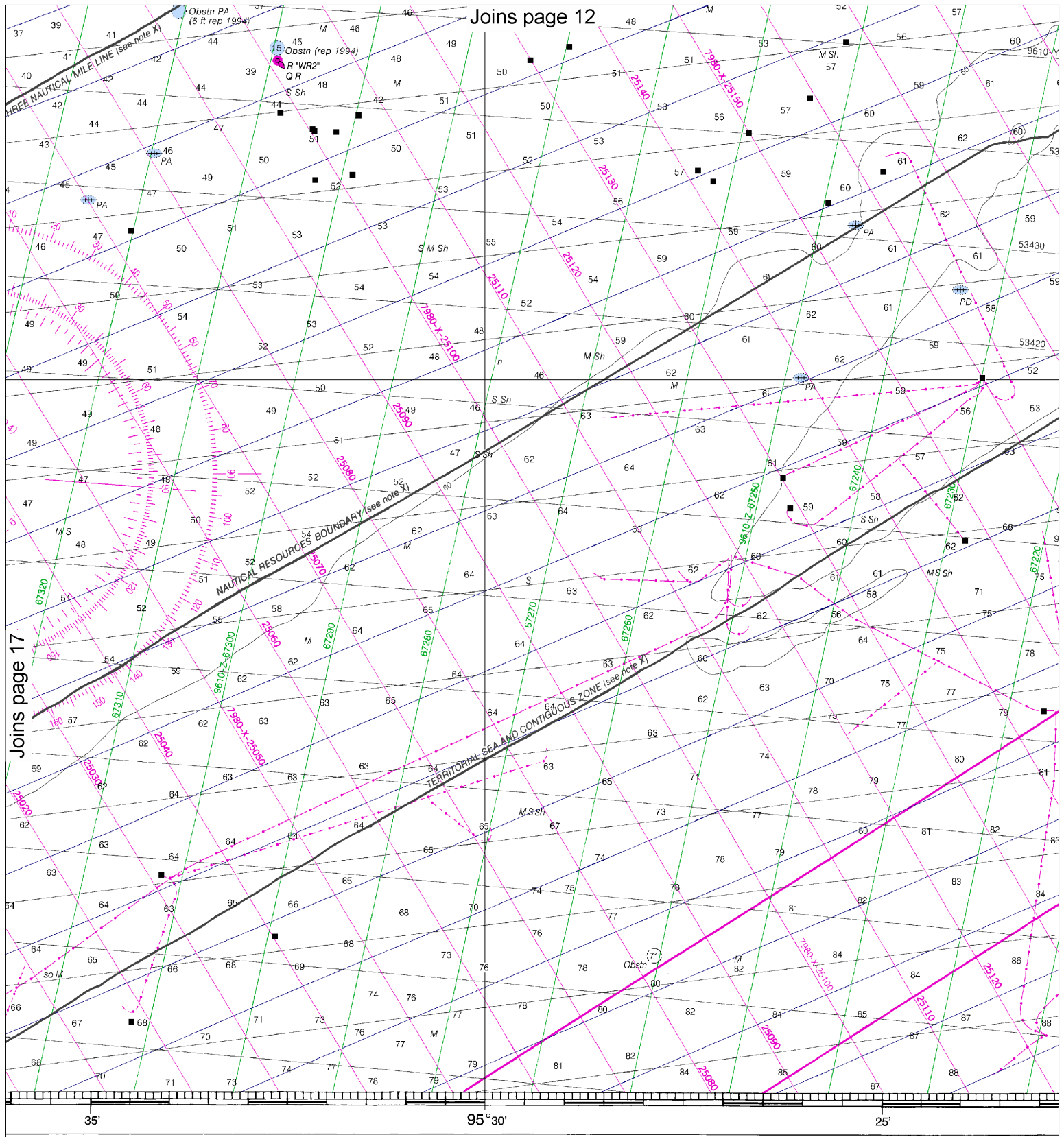




been designed to promote safe navigation. The National users to submit corrections, additions, or comments for Chief, Marine Chart Division (N/CS2), National Ocean g, Maryland 20910-3282.

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 NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

Put
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 NATIONAL OCEAN
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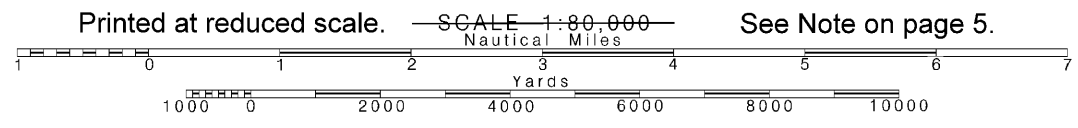
For more information, see the National Ocean Service website at <http://www.noaa.gov>.

PRINT-ON-DEMAND CHARTS

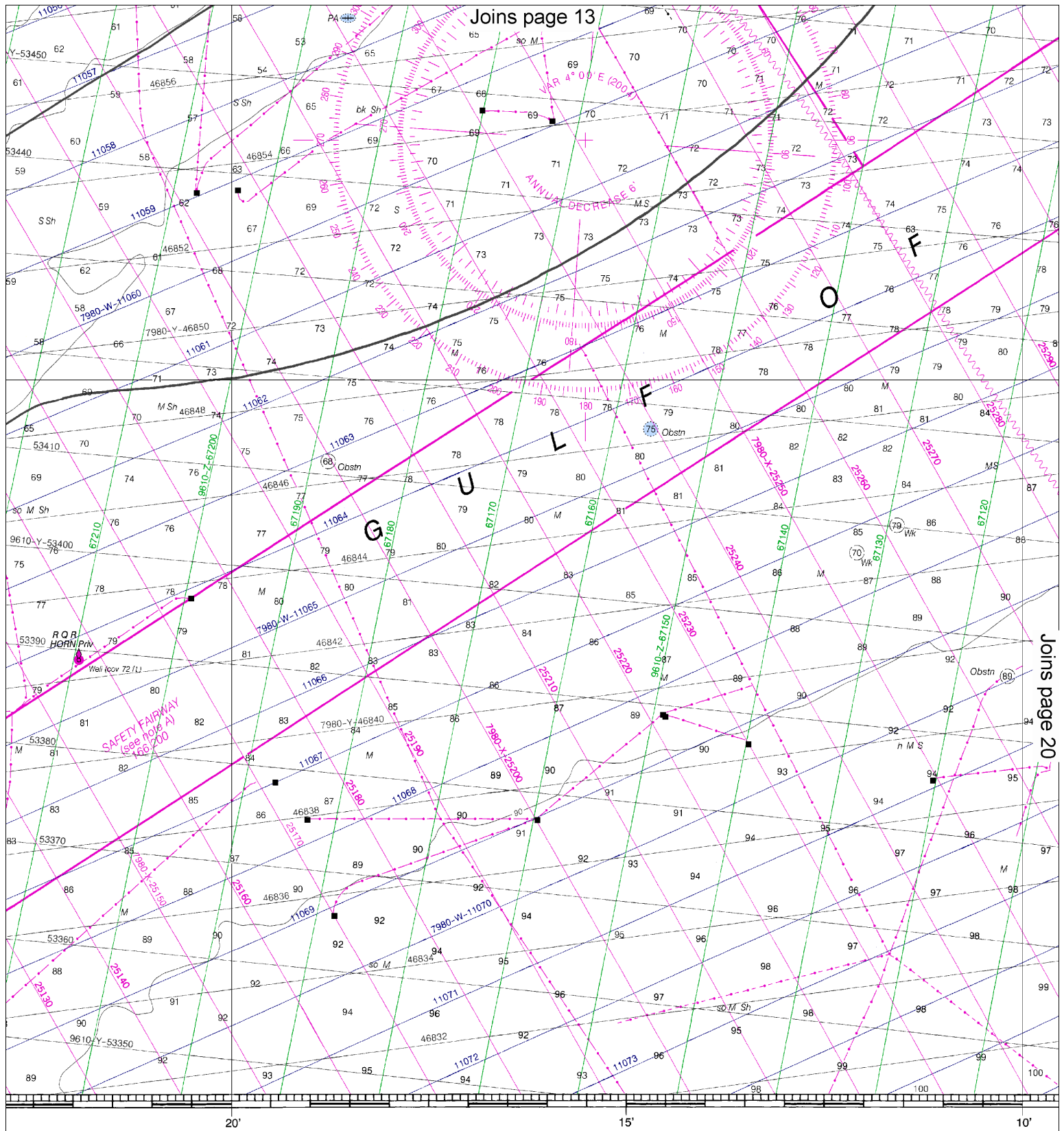
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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

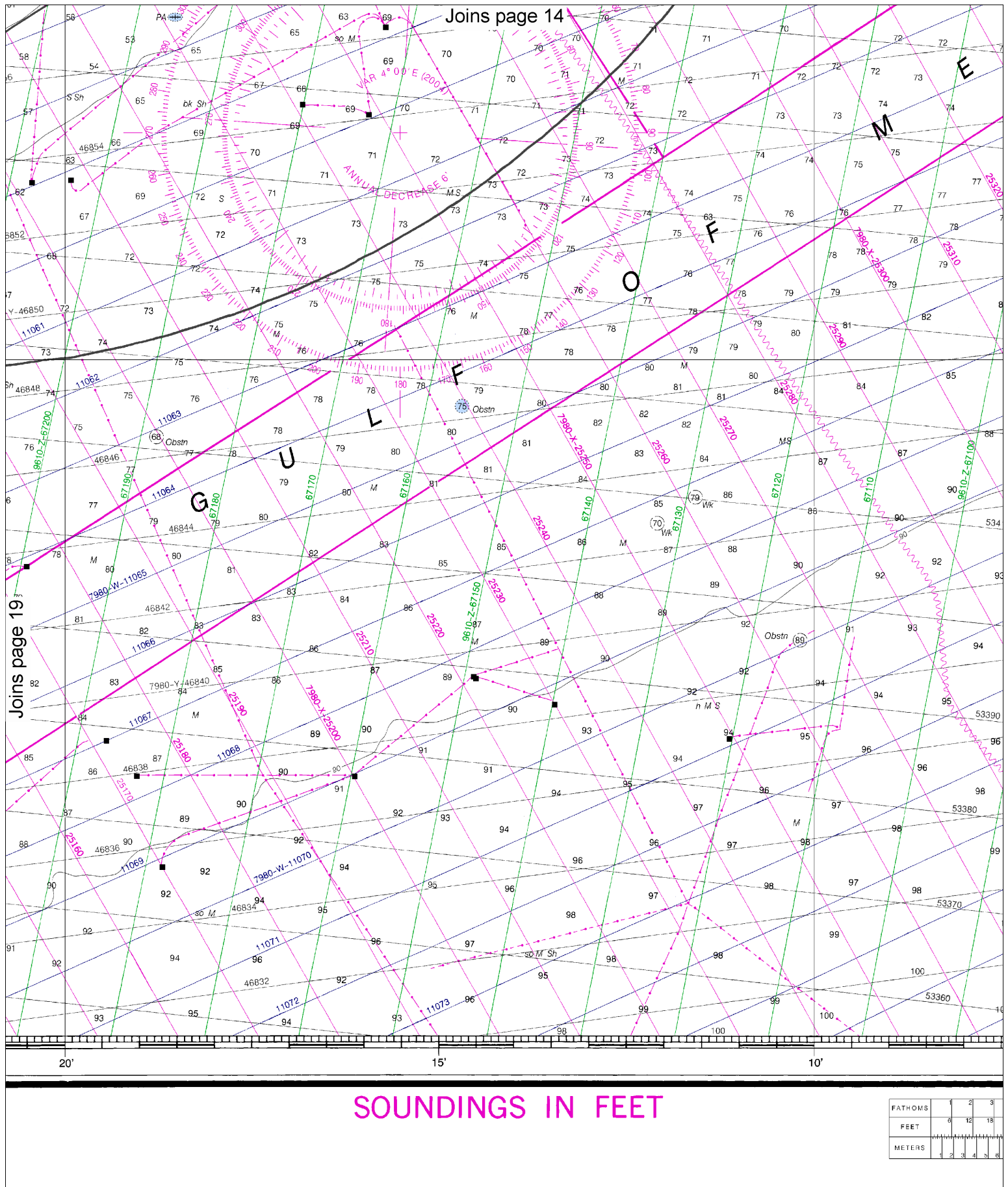
Note: Chart grid lines are aligned with true north.



See Note on page 5.

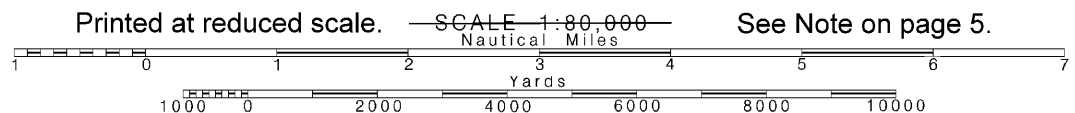


SOUNDINGS IN FEET



20

Note: Chart grid lines are aligned with true north.





VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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NOAA's Office of Coast Survey



The Nation's Chartmaker